

BRENT CROSS THAMESLINK

PART OF THE BRENT CROSS CRICKLEWOOD DEVELOPMENT



INTRODUCTION

The £4.5 billion Brent Cross Cricklewood development is Barnet Council's most significant growth and regeneration programme. It will create a new sustainable mixed use town centre for Barnet and North London.

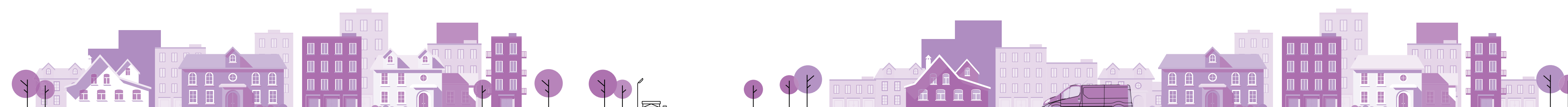
This regeneration is underpinned by major transport improvements, including an additional new Brent Cross West Thameslink railway station connecting to King's Cross St Pancras in under 15 minutes.

The Brent Cross Thameslink project includes:

- A brand new Thameslink station, Brent Cross West, between Cricklewood and Hendon stations;
- Relocated sidings and stabling (train storage) facilities;
- A new pedestrian bridge providing 24 hour access across the railway;
- A Waste Transfer Station;
- A Rail Freight Facility;
- A new vehicle and pedestrian bridge across the Midland Main Line;
- Junction improvement works on the A5 Edgware Road.



Aerial view of the site today, looking south



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BRENT CROSS CRICKLEWOOD

Covering around 151 hectares, this project includes the transformation of Brent Cross Shopping Centre, a thriving new town centre and high street, 7,400 new homes and attractive green spaces, new schools and health facilities, and the creation of up to 27,000 new jobs.

Planning permission for the Brent Cross Cricklewood project was first granted in 2010 and subsequently amended in 2014.

THE BRENT CROSS CRICKLEWOOD PROJECTS

BRENT CROSS LONDON

Modernising Brent Cross shopping centre, improving road, cycling and pedestrian access (including a living bridge across the A406) and building a new bus station. Delivered by Hammerson and Standard Life Investments.

Visit: www.brentcrosslondon.co.uk

BRENT CROSS SOUTH

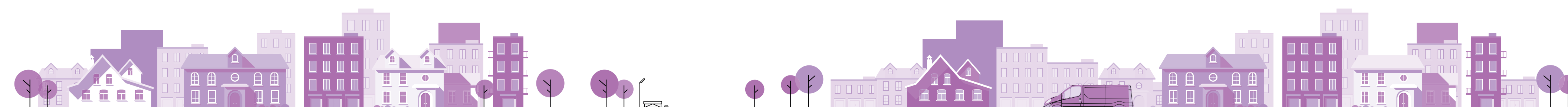
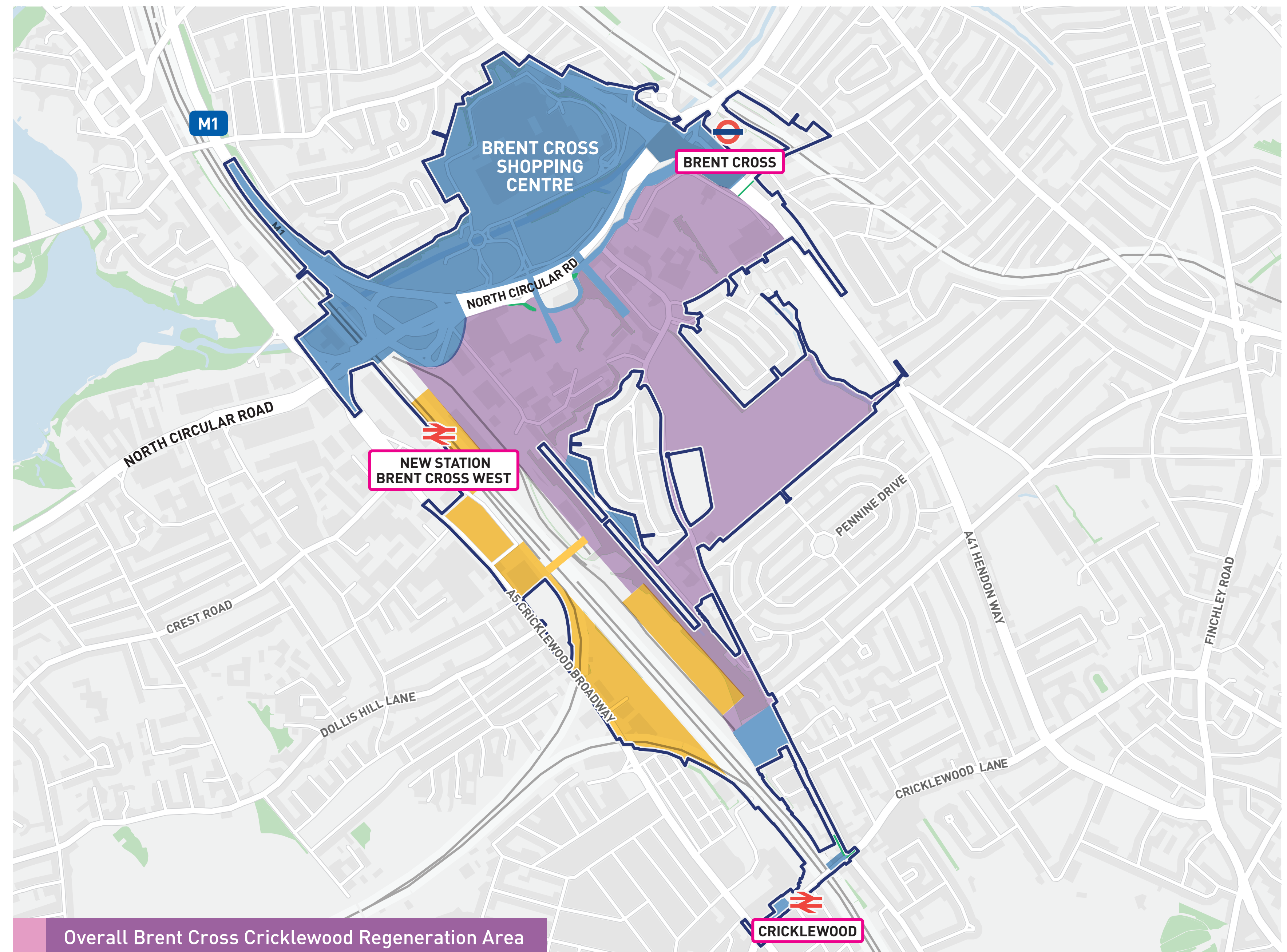
Creating a new town centre, building 7,200 homes and improving public spaces. Delivered by the BXS Limited Partnership between Barnet Council and Argent Related.

Visit: www.brentcrosssouth.co.uk

BRENT CROSS THAMESLINK (this project)

Barnet Council, with Network Rail, are building an additional Thameslink station, new Midland Main Line Bridge and station sidings, and replacing outdated waste and freight facilities.

Visit: www.barnet.gov.uk/brentcrossthameslink



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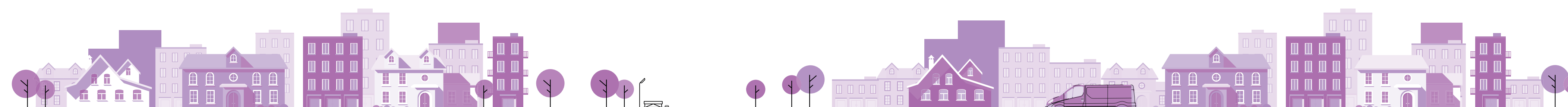
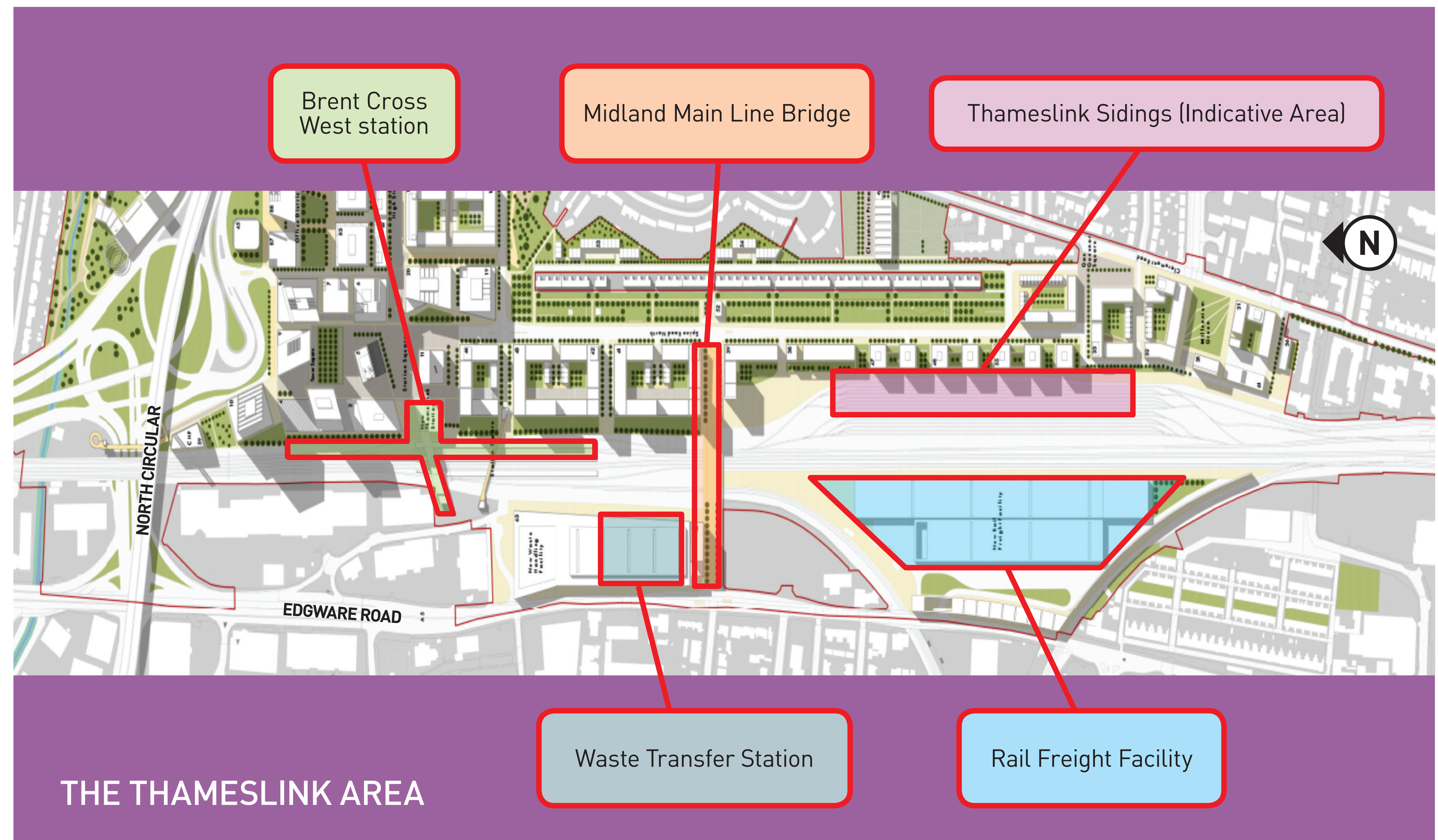
A NEW STATION, SOONER

We have consent to allow the new Thameslink station and associated infrastructure works to be constructed at the same time.

This allows them to be delivered earlier in the programme than previously planned with the station due to open in 2022 rather than 2031.

A detailed planning application for the new station design will be brought forward for public consultation later in 2018.

- Building the station earlier supports the comprehensive regeneration of the Brent Cross Cricklewood area and helps to unlock the economic and employment benefits associated with the development sooner
- Current and future residents will be able to use the new Thameslink station sooner and benefit from better public transport links and reduced journey times to central London
- Opening the new bridge earlier will improve links between the Brent Cross Cricklewood development, the A5 / Edgware Road and Brent
- This will mean the station can open at same time as first commercial spaces



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WASTE TRANSFER STATION UPDATE

OUTLINE planning permission was granted for a waste handling facility as part of the Brent Cross Cricklewood masterplan in 2010 and amended in 2014. This was to replace the existing Hendon Waste Transfer Facility.

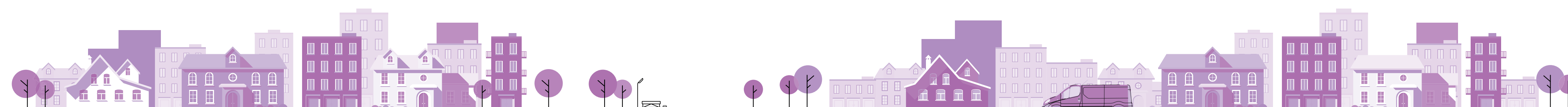
We now propose to deliver a facility which is approximately 75% smaller than the one previously approved. The capability for incineration is no longer included in the plan and the proposed 50ft chimney has also been removed.

The new facility will be run by the North London Waste Authority and will receive household waste from local residents surrounding the facility in Barnet and Camden. Recycling, food and household waste will be collected and bulked up before being transferred to other processing centres.

The Waste Transfer Station will replace the existing builders' merchants which is very busy. This will see fewer vehicles accessing the site than at present and the transport assessment shows that site traffic will mostly take place outside peak and school hours.

This new facility will be a visually appealing landmark building visible from the A5 and designed with the very best available technologies to mitigate against dust and odours.

Hours of waste reception will be from 7am-7pm on weekdays and 9am-1pm on Saturdays when waste will be received for bulking up and onward distribution. It will not be open to the public but staff will be on site approximately an hour before and after to prepare for the day and clean afterwards.



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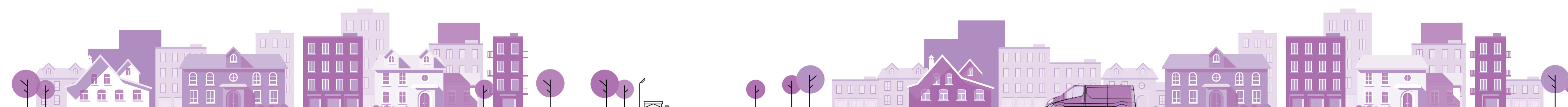
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WASTE TRANSFER STATION UPDATE

We have considered, listened and responded.

- All waste operations will take place inside the building which will be designed to prevent noise escaping. Additional noise reducing fencing will be added to the south of the site.
- The waste transfer station will use the best available technologies to minimise odour, dust and noise which will comply with local, national and EU industry standards. New developments must comply with the London Plan to be 'Air Quality Neutral'.
- The building is designed to be fully sealed with a negative air pressure system and will filter air leaving the building to minimise odour from escaping. Deodoriser spray will also be used.
- A sprinkler system will be used to reduce dust and dirt to lowest possible levels. The whole site will be concrete hard standing and wash down facilities will also be used to keep vehicles clean and prevent dust and dirt tracking on the public highway.
- All loaded truck will be covered entering and leaving the site and vehicles will be restricted to 10mph speed limit on site to prevent creation of dust emissions and limit noise emissions.
- A variety of landscape treatments will be used to encourage greenery and biodiversity.
- No hazardous waste is permitted on site. The operator has stringent management practices to first quarantine and then safely dispose of, if any is hazardous waste is discovered.



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RAIL FREIGHT FACILITY UPDATE

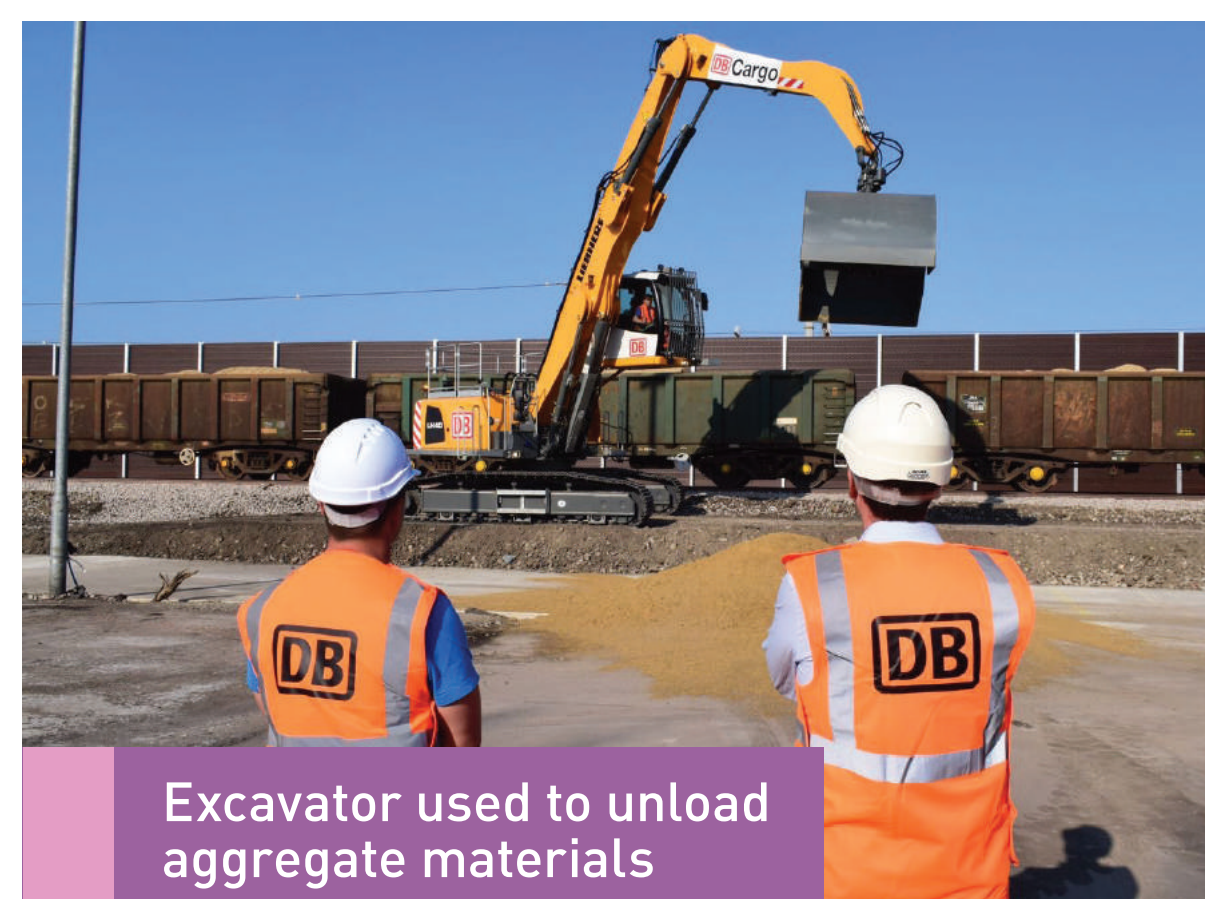
A Rail Freight Facility is part of the approved masterplan for Brent Cross Cricklewood, replacing an existing strategic freight facility which has to be relocated to make way for the wider redevelopment.

This facility will be used for the delivery, temporary storage and collection of aggregate materials used in construction (e.g. gravel, crushed stone and sand for making concrete). Some of these materials would be used in the Brent Cross Cricklewood redevelopment but the facility will also be able to support other construction or infrastructure projects in the area.

In response to the feedback received at previous consultation events in April and July 2017, and following the formal feedback on the submitted planning application, a number of amendments have been made to the plans. These are set out on the next board.



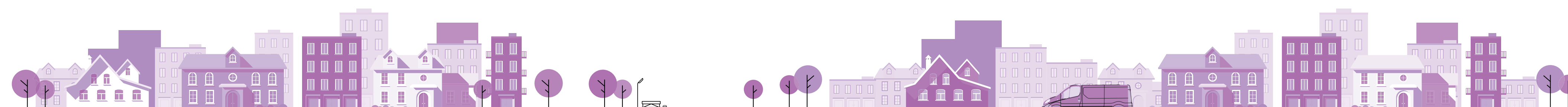
Front loader used to load construction spoil onto lorries



Excavator used to unload aggregate materials



Illustrative view of the Rail Freight Facility (as previously shown during the summer of 2017)



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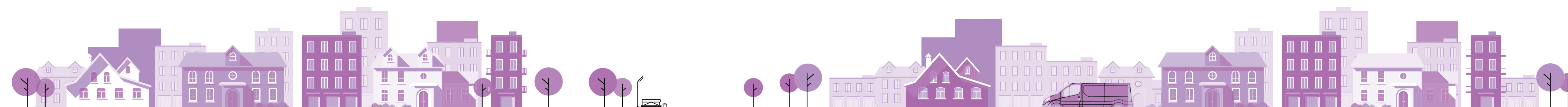
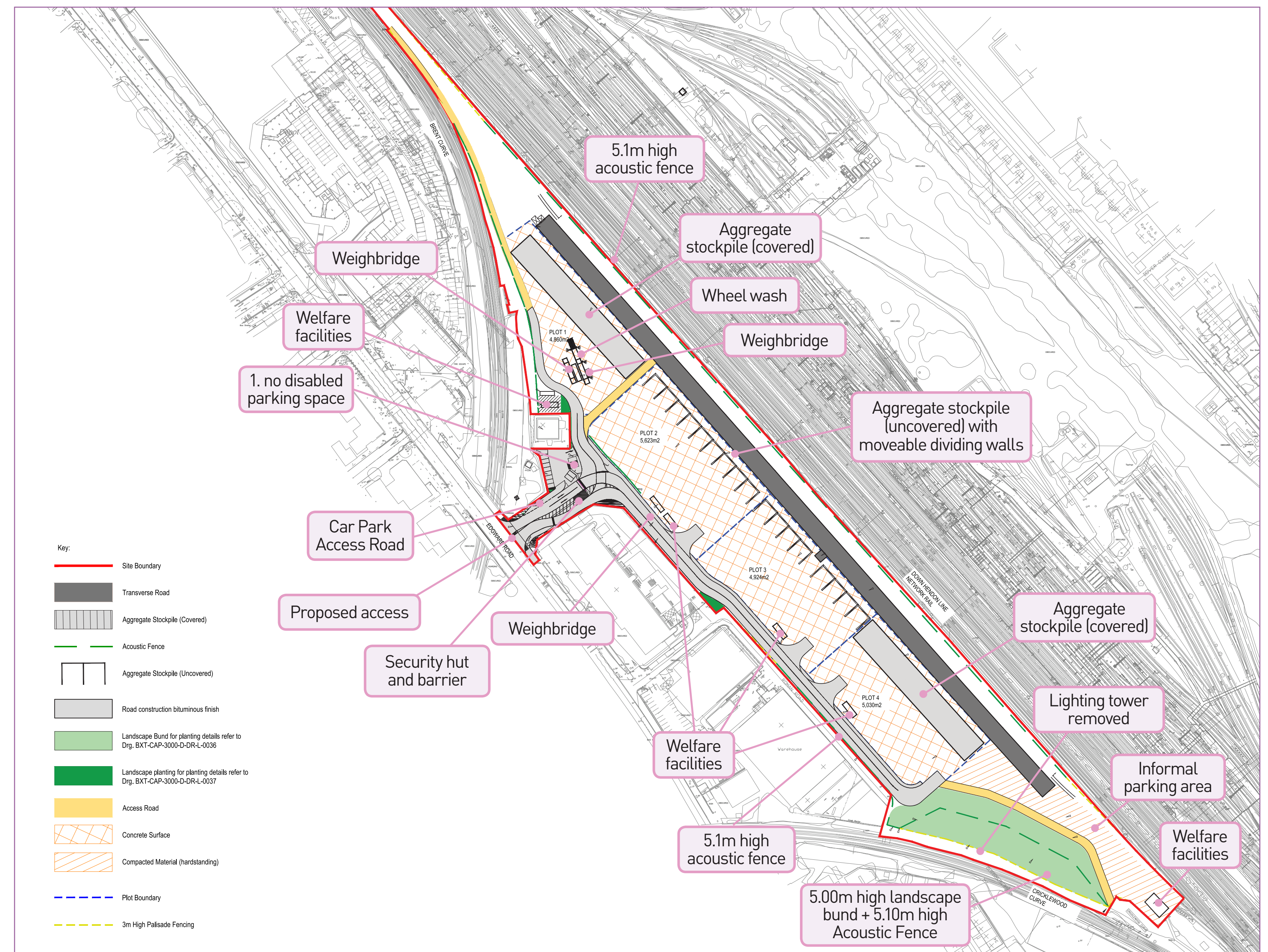
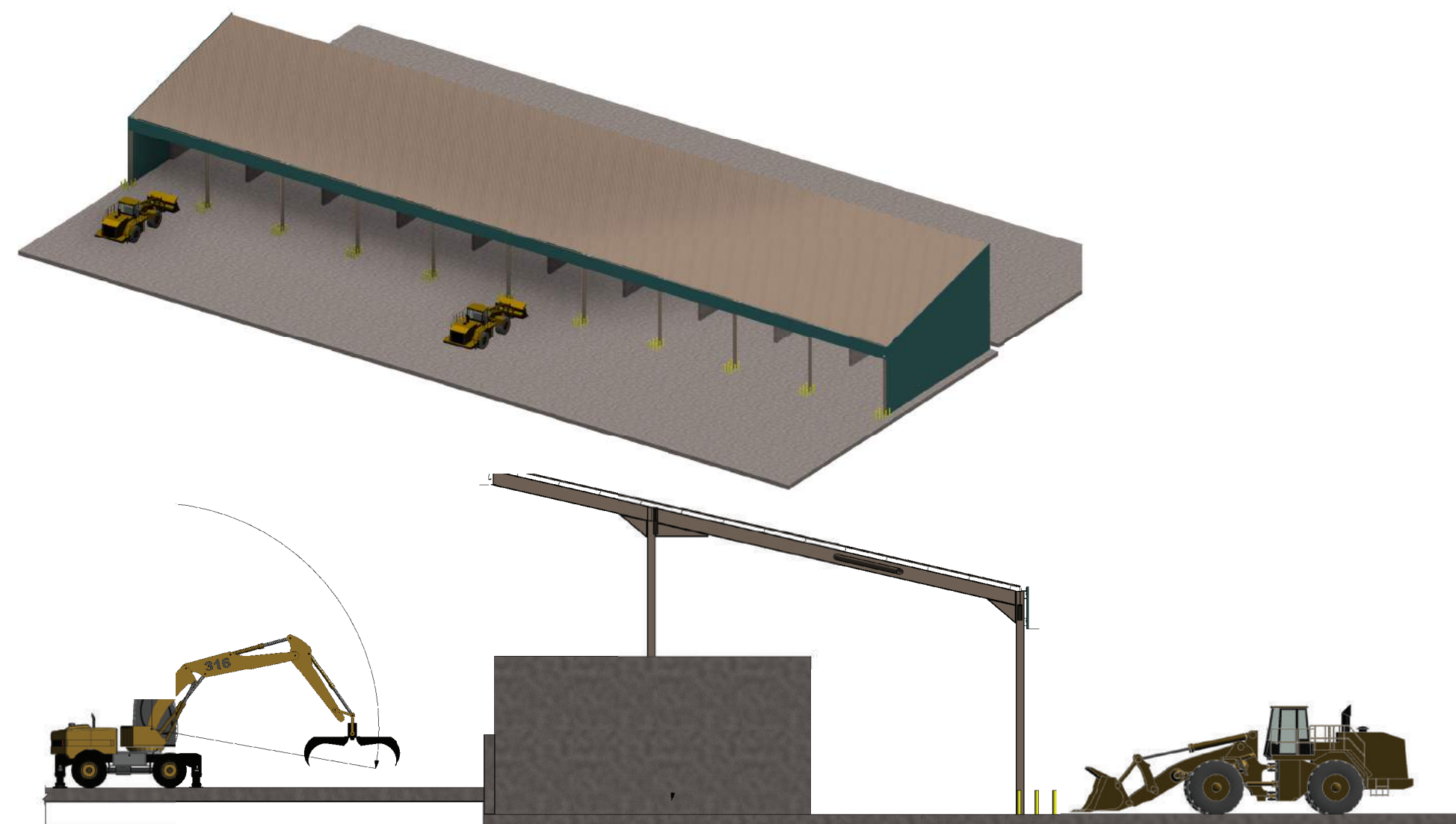
RAIL FREIGHT FACILITY UPDATE

The proposed Rail Freight Facility has gone through a number of design changes over time, in response to feedback received. Since the last public event in July 2017, the following additional changes have now also been made:

- The southern turning head within the site has been relocated
- The earth bund has been further extended to run the full length between the railway and internal site access road, further reducing the impact of noise on nearby homes
- A screening fence has been added to the plot visible from Edgware Road, improving its appearance
- Various operational changes, including a welfare cabin in each plot, additional weighbridges and wheel washes, and improve access to car parking areas for refuse vehicles
- Monitoring equipment will be installed too

COVERED BAYS

Illustrative images of covered bays



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NEW STATION | BRENT CROSS WEST

Creating a new Thameslink station and associated transport interchange is fundamental to the success of the Brent Cross Cricklewood regeneration. It will form an integral part of the project and will provide access to other modes of sustainable transport including buses and cycling.

Our recently submitted rephasing application will see Brent Cross West open during 2022, rather than the original date of 2031.

What has changed since the 2014 s73 planning consent?

BEFORE:

- Two footbridges across the railway (one for the station and one standalone).

NOW:

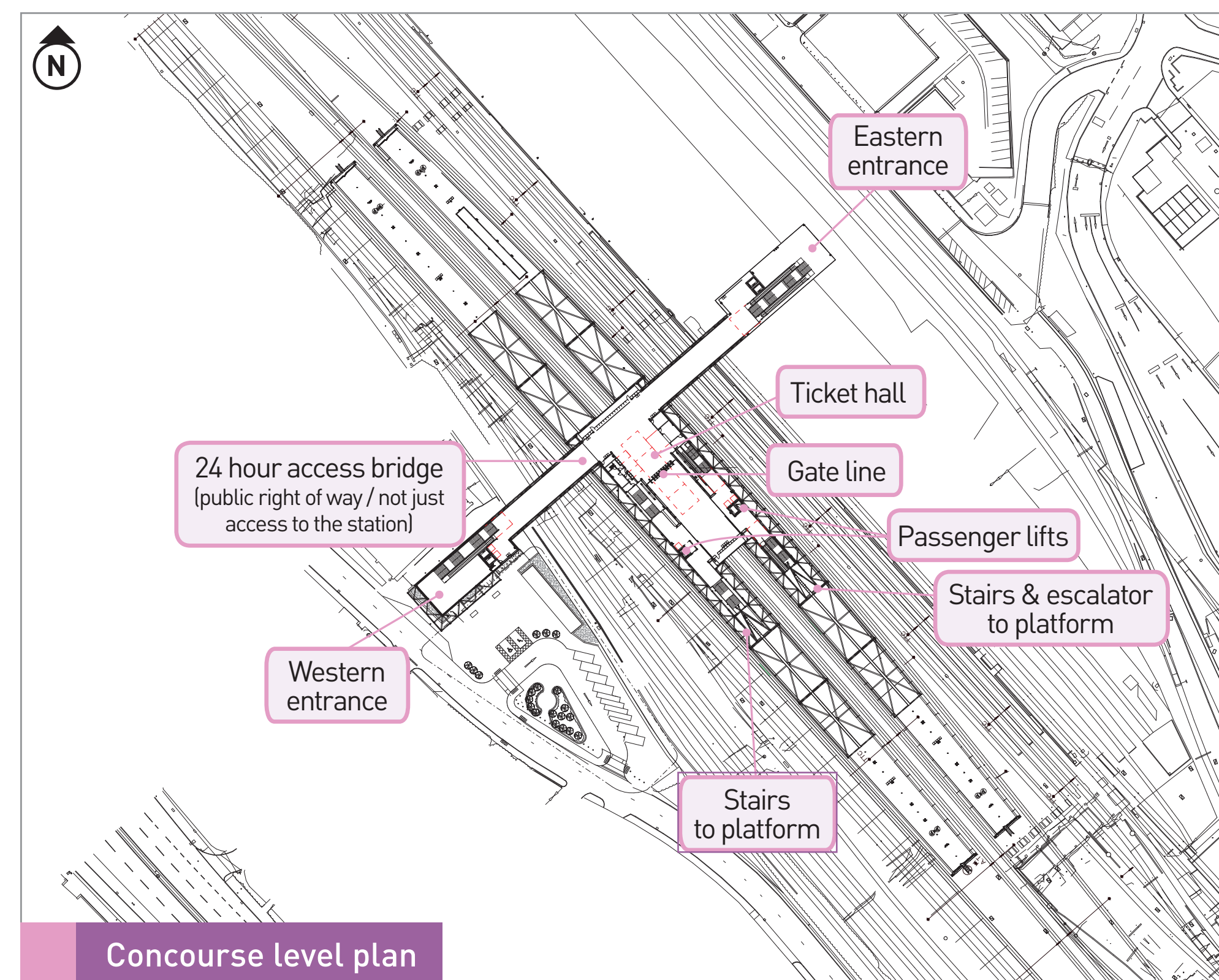
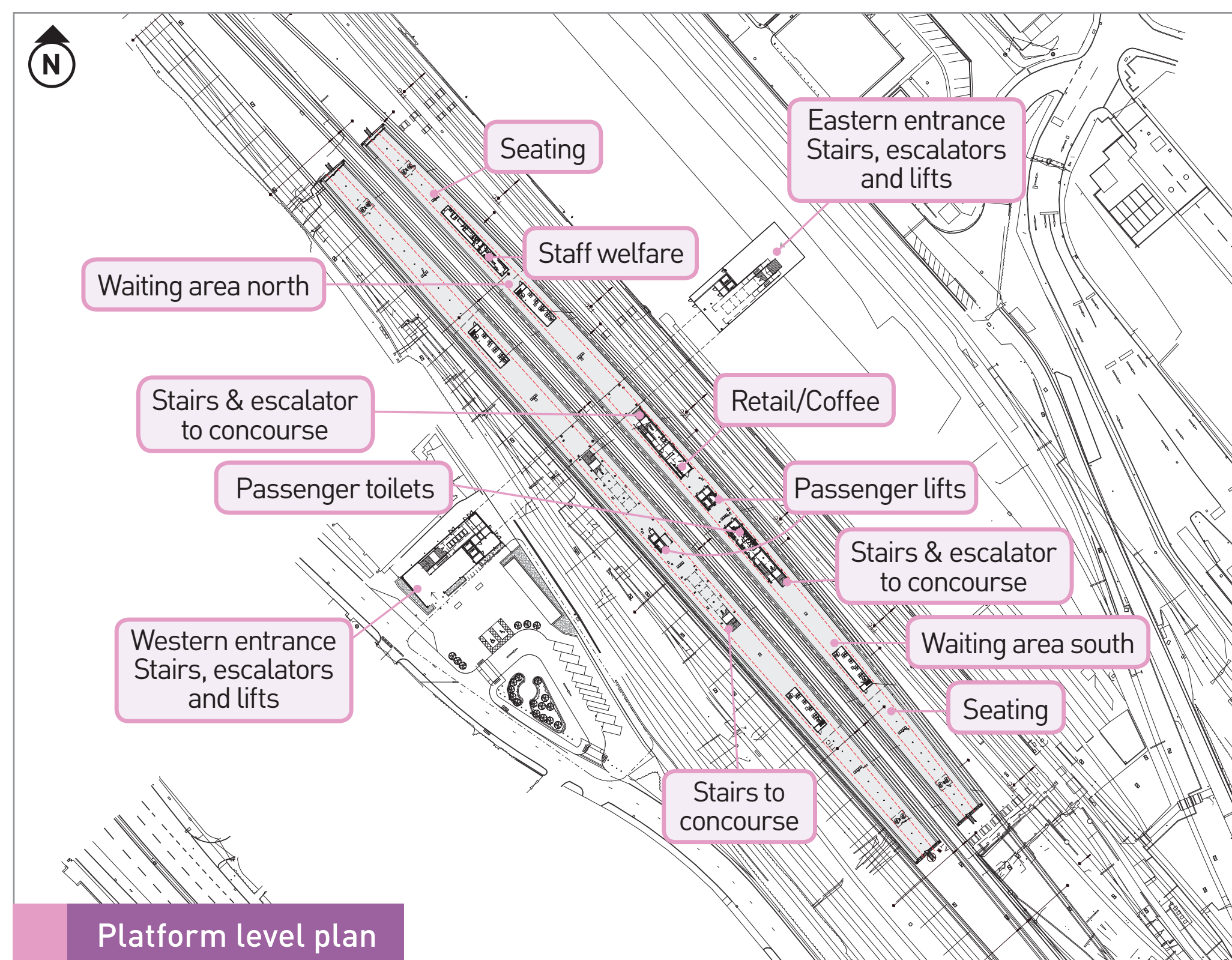
- A single footbridge, with the station ticket office and platform access off of it.
- A more efficient and cost effective approach which minimises the impact of construction.

BEFORE:

- Five platforms for the new station.

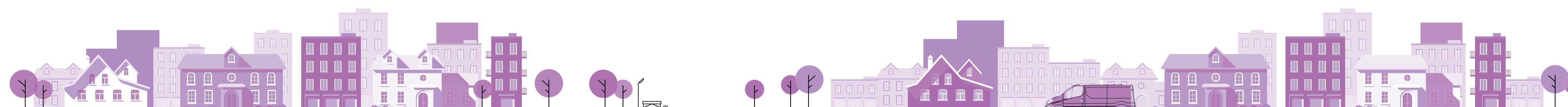
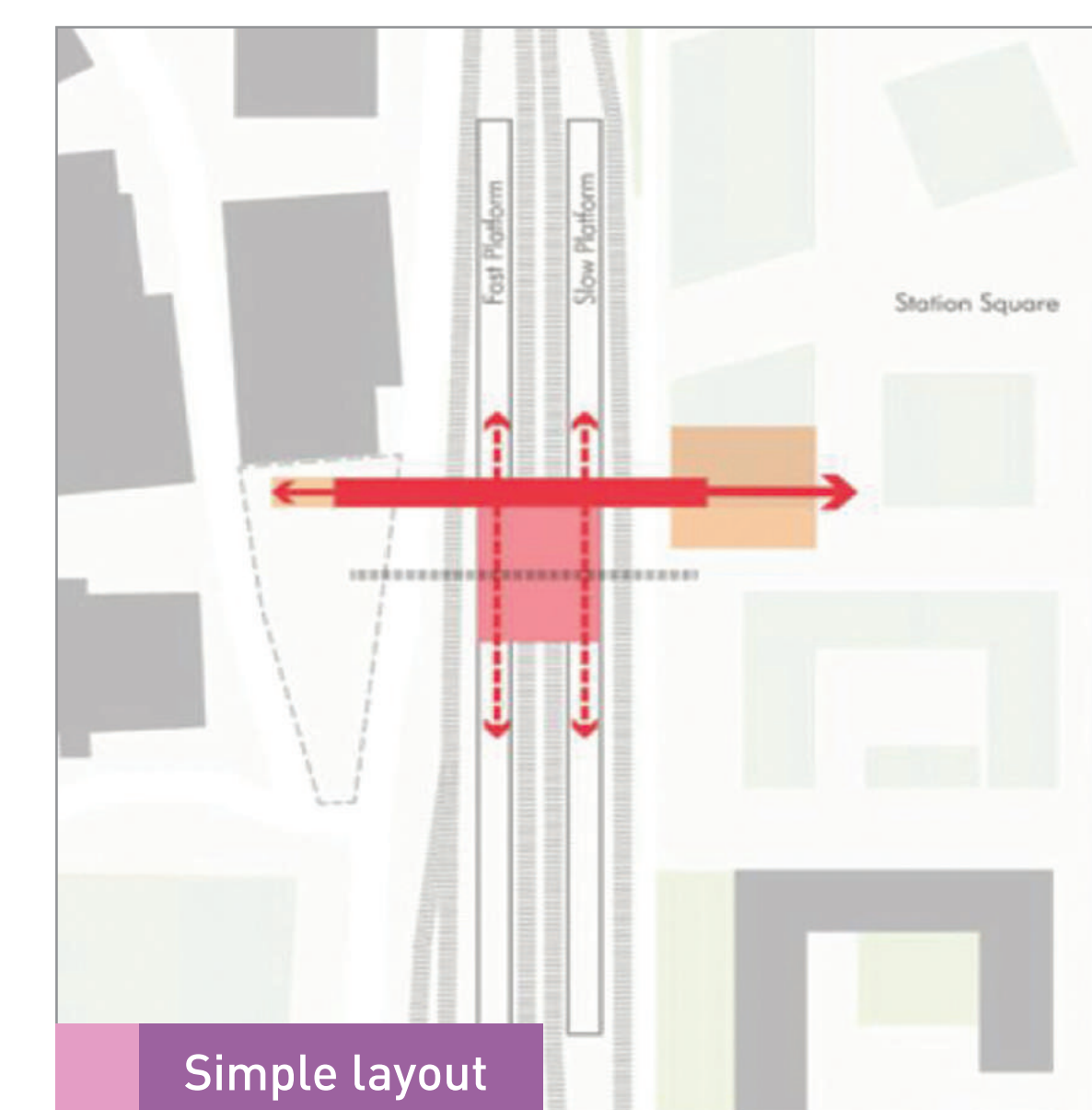
NOW:

- Four platforms for the new station, consisting of two island platforms between the up/down fast and up/down slow lines.
- Removing the fifth platform again minimises the impact of engineering and construction disruption.



What will the new station be named?

Barnet Council decided in November 2017 to name the new station Brent Cross West.



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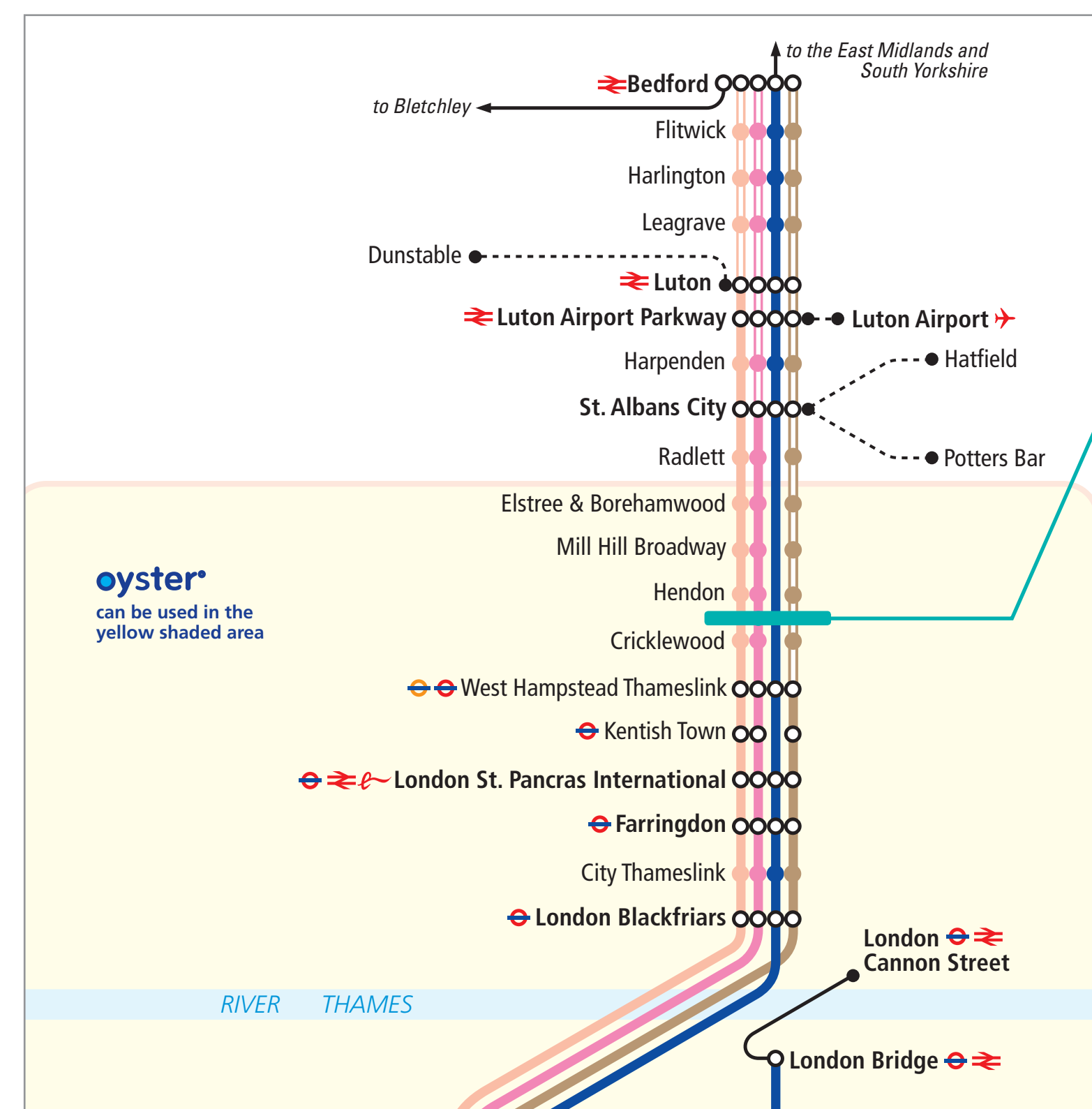
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NEW STATION | OVERVIEW OF SERVICE

SERVICES

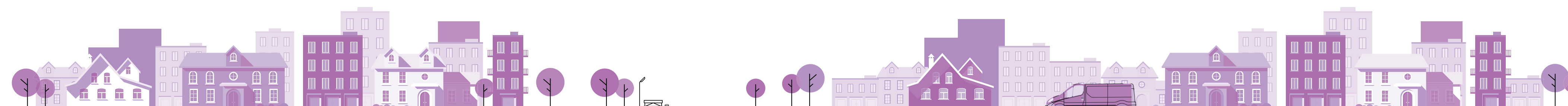
- The new station will sit on the Thameslink line linking Bedford / St Albans and Luton Airport to Gatwick Airport and Brighton
- Services will be operated by the Thameslink Great Northern franchisee (currently Govia Thameslink Railway)
- This franchise is due for renewal in 2021 and the future operator will be required to serve the new station
- Currently expected that the station will have a peak service of eight trains per hour and an off peak service of four trains per hour
- These services would be equally split between St Albans Services and Luton Services, with King's Cross St Pancras reachable within 15 minutes and Farringdon (for Crossrail) only a little further on
- Neither Cricklewood or Hendon stations will be closed as a result of this new station opening
- Timetabling for routes serving these stations remains under discussion and review with Network Rail and Govia Thameslink Railway



Location of New Station

KEY

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY
		TL1 Bedford and Brighton
		TL2 Luton, Wimbledon and Sutton
		TL3 St Albans, Mitcham and Sutton
		TL4 Kent



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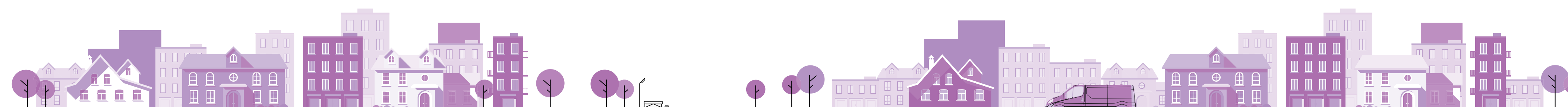
NEW STATION | ENTRANCE APPEARANCE

The new station will be accessible from both sides of the railway, with the ticket hall and gates located at the middle of the 24 hour pedestrian access bridge across the railway.

The western entrance (closest to the A5 Edgware Road) and structures making up the new station and bridge are being designed by the Brent Cross Thameslink project team.

The eastern entrance to the station is being designed by the team working on Brent Cross South because of its prominent location within this development and its importance to the new transport hub being created here.

More information is available via www.brentcrosssouth.co.uk



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NEW STATION | BRIDGE INTERIOR AND TICKET HALL

The station will be entered from the new 24 hour access covered pedestrian footbridge. Access to the bridge will be possible from the east or west and both entrances will provide stairs, escalators and lifts.

Access to the platforms will also be possible by stairs, escalators and lifts. Ensuring step free access across the new bridge and throughout the station has been an important design consideration for the team.

The concourse and ticket hall (illustrative appearance shown on this board) will feature a gate line with nine ticket gates.

There will be provision for a retail unit (e.g. a coffee shop) on the platform, as well as passenger rest rooms.

The safety and security of the public is an important consideration for the project and a suitable strategy is being developed in consultation with the British Transport Police, Department for Transport, Network Rail and Govia Thameslink Railway.

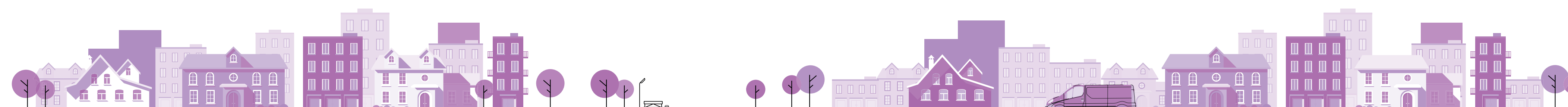
The images on this board show the potential colour scheme proposed by the project team. The final decision on colours will be subject to the operational and safety requirements of Network Rail.



Illustrative concourse view



Illustrative bridge view



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NEXT STEPS

Thank you for taking the time to visit today. If you have questions or would like to discuss any elements of the proposals, please ask a member of the project team.

All the information presented will also be available on www.barnet.gov.uk/BrentCrossThameslink


PROJECT MILESTONES:

- Spring/Summer 2017 – public consultation events on early designs for Waste Transfer Station and Rail Freight Facility
- **TODAY** – meet the Barnet regeneration team to hear about the Brent Cross Thameslink programme
- Spring 2018 – enabling works to clear invasive species, scrub vegetation and spoil in preparation for the sidings
- Spring / Summer 2018 – Rail Freight Facility and Waste Transfer Facility planning applications to be determined
- Spring / Summer 2018 – Secretary of State decision on compulsory purchase order public inquiry (CPO3) due
- Summer 2018 – public consultation and submission of planning applications for the sidings and new Brent Cross West station
- Late summer 2018 – determination of planning applications for sidings and station
- 2018 onwards – start of construction work on site with new station planned to open in 2022

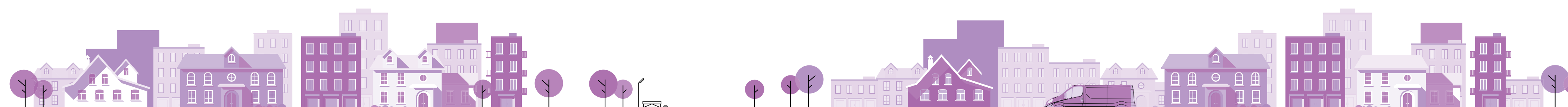
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If you would like to register your interest in the Thameslink project in order to receive project updates in the future, please contact the team via one of the options above.



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